

WE

1815Z 18 DEC 64

SECRET

ROUTING

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3	11
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ROUTING INT

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PRIORITY

IN 63498

: DIRECTOR

FROM : 25X1A

ATION:

FO :

25X1A TOR: 1949Z 18 DEC 64

25X1A

PRIORITY

INFO

CITE

25X1A

KEDLOCK

POSTED  
m.p

1. FLIGHT NO 47, ARTICLE 1001, FLOWN THURS 17 DEC 1964.

25X1A

2. [REDACTED]

3. DURATION: 0:55 HRS, TOTAL TIME 56:50 HRS.

4. MAX SPEED REACHED: 3:15 M, MAX ALT 73,000 FT

5. TIME FROM 0.9 M TO 1.2 M: NOT AVAILABLE. WAS 3.15 ON  
FLIGHT 46, 16 NOVEMBER.

6. TIME FROM 1.2 M TO 2.0 M: NOT AVAILABLE.

7. TIME ABOVE 2.0 M: 0/25 HRS THIS FLIGHT. TOTAL 5:51 HRS.

8. TIME ABOVE 2.6 M: 0:15 HRS THIS FLIGHT. TOTAL 0:57 HRS.

9. TIME ABOVE 3.0 M: 0:12 HRS THIS FLIGHT. TOTAL 0:30 HRS.

10. TIME ABOVE 3.0 M: 0:08 HRS THIS FLIGHT. TOTAL 0:13 HRS.

11. T.O. WEIGHT: 118,871 LBS., C.G. 21.54 PERCENT.

12. CONFIGURATION: SAME AS FOR FLIGHT 46.

13. OBJECTIVES: ACCELERATION TO MAX MACH. EVALUATION OF  
425 KEAS CLIMB SCHEDULE. INS EVALUATION.

14. CLIMB WAS MADE TO THE EAST FROM EAFB, WITH TURN AROUND

USAF review(s) completed.

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GROUP 1  
EXCLUDED FROM AUTO-  
MATIC DOWNGRADING

2

25X1A

(IN 63498)

S E C R E T

PAGE TWO

NEAR PHOENIX ARIZONA.

15. CLIMB SCHEDULE WAS AS FOLLOWS: MAX A/B TAKEOFF; 50 PERCENT A/B UPON REACHING 400 KEAS; THIS CONDITION HELD TO 0.9 M; AT 0.9 POWER TO FULL A/B FOR REST OF ACCEL, SPEED INCREASED TO 425 KEAS; SPEED REDUCED TO 400 KEAS AT 2.0 M FOR BALANCE OF ACCEL.

16. 30 DEGREE BANK TURN STARTED AT 2.2 M, NORTH OF PHOENIX. SPEED INCREASED IN TURN TO APPROX 3.0 M AT ROLL OUT ON RETURN COURSE.

17. SOME SLIGHT YAW OSCILLATION OBSERVED AT APPROX 2.95 M IN TURN. THIS WAS NOT OBSERVED AFTER ROLL OUT ABOVE 3.0 M.

18. ACCELERATION WAS CONTINUED TO 3.15 M, WITH SMOOTH ENGINE AND INLET OPERATION ALL THE WAY. PILOT DISCONTINUED AT THIS POINT DUE TO CIT READING LIMIT OF 425 DEGREES CENTIGRADE. REPORTED SOMETHING OVER 20,000 LBS FUEL REMAINING AT MAX CONDITION.

19. PH CIT SYSTEM MALFUNCTIONED DURING DECELERATION, APPARENTLY AS RESULT OF BROKEN WIRE.

20. INS SET UP UNEVENTFUL. NO PROBLEM EXPERIENCED ON TRANSFER TO VEHICLE POWER. (BROKEN WIRE IN BAY FOUND TO HAVE CAUSED PROBLEM ON PREVIOUS FLIGHT). SYSTEM OPERATION VERY GOOD THROUGHOUT THE FLIGHT. TERMINAL ERROR APPROX 3NM AFTER 73 MINUTES IN NAV MODE.

21. DRAG CHUTE BROKE AWAY UPON REACHING FULL DEPLOYMENT AFTER LANDING. INVESTIGATION SHOWED THAT SMALL LATCH ON DOOR WAS FREE TO FLOAT UP APPROX 3/8 INCH IN FLIGHT. THIS ACTED AS SMALL AIR SCOOP, DIRECTING HEATED AIR ONTO SHROUD LINES AND BALL FITTING. SEVERAL OF TOPMOST SHROUD LINES OVERHEATED.

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[REDACTED] (IN 63498)

S E C R E T

PAGE THREE

RESULTING IN THEIR FAILING UNDER LOAD, WITH REMAINDER FAILING  
WHEN LOAD SHIFTED TO THEM. STEPS BEING TAKEN TO RIG THE LATCH  
MORE SECURELY, AND PROVIDE MORE EFFECTIVE SEALING AGAINST HOT  
AIR ENTRY INTO THE CHUTE COMPARTMENT.

END OF MESSAGE

S E C R E T